

MEMORANDUM

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CC: Amy Phillips Monument Realty

From: Robert B. Schiesel, P.E.
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Date: January 17, 2013

Subject: One M Street – Parking Monitoring Plan & Loading Management Plan (Final Revised)

This memorandum outlines the Transportation Demand Management (TDM), monitoring plan, and loading management plan for the One M Street project. The purpose of the TDM/monitoring plan is to ensure that the project does not generate more traffic than was anticipated in the application's Transportation Impact Study (TIS), and also to set and measure progress towards a DDOT goal that represents fewer peak trips than what was analyzed in the TIS. This memorandum also proposes a loading management plan, provided to show how the project's loading docks will have a minimal impact to pedestrians along Van Street. Both plans are based on discussions between the Applicant and the District Department of Transportation (DDOT).

TRANSPORTATION DEMAND MANAGEMENT AND MONITORING PLAN***Background***

The One M Street project is an office building with ground floor retail located at the corner of South Capitol and M Streets. The project includes a four level underground parking facility with 310 spaces, which represents a parking ratio of 1.0 per thousand square feet of office space¹. DDOT has expressed concern about the amount of parking proposed, due to the limited capacity on the M Street and South Capitol Street corridors and the amount of growth planned for the area. They would prefer the project to be closer to zoning minimums and has stated they would feel more comfortable if the parking garage was only three levels, which would result in a reduction of spaces to 218 (or a parking ratio of 0.70 spaces per thousand square feet of office space). The additional parking could lead to traffic being generated during the commuter peak hours, and DDOT believes reducing the overall parking reduces the traffic impacts.

DDOT expressed these concerns while acknowledging that: (1) the applicant's proposed parking is consistent with the zoning regulations, and (2) the applicant's TIS analyzed a conservatively high amount of trip generation and concluded that the project would not have a detrimental impact, even with the higher trip generation. The applicant recognizes that DDOT is concerned about the cumulative traffic impact of multiple development projects in this redeveloping area of the District and is therefore pushing for a lower ratio. In addition, the applicant does not desire to build the fourth level of parking unless necessary, but rather needs the ability to build the fourth level in order to be competitive and lure a quality office

¹ For simplification purposes, the small amount of retail within the project is not incorporated in the parking analysis

tenant to the District. They only plan to build the fourth level if an office tenant requires it as part of an agreement to occupy the building.

DDOT has suggested a compromise that incorporates a parking monitoring plan, based on the principle that they would support a four-level garage that generated AM and PM commuter peak hour impacts similar to a three-level garage. The monitoring plan would measure the amount of traffic generated by the parking garage that overlapped the commuter peak hours, and if that level of overlapping traffic exceeded what would be expected of a three-level garage then the applicant would add TDM measures targeted at shifting traffic to other hours. These measures could include altering parking pricing to provide discounts for drivers who arrive/depart outside the commuter peak hour, or working with lessees on operating/working hours in order to avoid traffic overlapping the commuter peak hour.

In response to DDOT, the applicant is proposing this TDM and parking monitoring plan.

TDM and Monitoring Plan

The following TDM measures, as presented in the applicant's TIS, will be implemented from the onset of the project.

- The Applicant will comply with Zoning requirements to provide bicycle parking/storage facilities. This includes secure parking located in the garage for office commuters.
- The Applicant will identify a project's TDM Leader (for planning, construction, and operations). The TDM Leader will work with tenants in the office building and their office managers to distribute and market various transportation alternatives and options.
- The Applicant will dedicate two spaces in the garage for car sharing services to use with right of first refusal. These spaces will be convenient to the garage entrance, available to members of the car sharing 24 hours a day, seven days a week, without restrictions (the garage may be gated – members of the service would have access to the spaces via a key pad combinations to a pass code system or other similar device).
- The Applicant will provide reserved spaces for carpools and vanpools that are conveniently located with respect to the elevators serving the buildings.
- The Applicant agrees to host a transportation mobility fair six months after both the office building has opened. The transportation fair will be advertised to all office workers. The onsite TDM coordinator will work with DDOT's goDCgo team to organize representatives that are experts in the non-auto transportation options that serve the site. Each person that attends the event will be educated on the various options and representatives will work with attendees to help them tailor the use of non-auto options to their specific transportation needs. Based on the turnout of the transportation fair and feedback gleaned by the onsite TDM coordinator, a determination will be made if the event will be repeated the following year.

The monitoring plan, and additional TDM measures, will be implemented as follows:

- The monitoring plan will only be implemented if the One M Street project contains four (4) levels of underground parking. No monitoring is required if the parking is less than four (4) levels.
- The first monitoring cycle will occur once One M Street reaches 90% occupancy.
- Data will be collected only during the months of September through October and March through May when both DC Public Schools and Congress are in session. Data will be collected on either a Tuesday, Wednesday, or Thursday.

- The data collected will include all vehicular trips generated into and out of the parking garage between 6:30 and 9:30 AM and 4:00 to 7:00 PM, and mainline through trips in each direction on M Street adjacent to the project at the same times.
- The total vehicular trips generated by the garage during the peak hour of M Street traffic will be compared to the projections contained Transportation Impact Study, recalculated using an auto mode split of 25%. This is the DDOT defined goal for the project and is as follows:
 - AM Peak Hour: 121 total trips
 - PM Peak Hour: 123 total trips
- If the counts exceed projections by more than 10%, the applicant will update the TDM and mitigation plan by adding or enhancing TDM elements, with the goal of shifting vehicular traffic to other time periods.
 - The purpose of this test to see if the project meets DDOT's goal of generating less traffic, equivalent to what a three-level garage would generate.
 - The 25% mode split percentage was selected because it represents the mode split equivalent for an office building with a parking ratio of 0.70 spaces per thousand square feet of office space, or what the parking ratio would be for a three-level garage.
- The counts and proposed changes to the TDM plan, if any, will be documented and sent to DDOT for their review. The applicant will provide DDOT sufficient time to review and comment on any proposed TDM changes prior to their implementation. DDOT will review and approve all changes to the TDM plan if the trip projections have been exceeded.
- The monitoring cycle will repeat every year, but will be conducted for no more than six (6) years. If two (2) consecutive monitoring cycles do not exceed projected trips by more than 10%, then monitoring will cease.
- If two consecutive monitoring cycles show trips exceeding projected trips by over 10%, then the applicant will perform a TDM survey of employees and residents to help identify what further TDM adjustments are needed.

LOADING MANAGEMENT PLAN

The One M Street project contains a single serving area providing the entire site's loading needs. It includes two 30-foot deep berths, one 20-foot deep service/delivery space, and two 100-square foot loading platforms.

The amount and size of loading berths provided is sufficient to handle all of the projected loading activity at the site. Based on loading activity at other office buildings and retail establishments of similar sizes, the projected loading is expected to be as follows:

Delivery Vehicle	Deliveries per Week		
	Office Building	Retail Establishments*	Total
Van	15	5	20
30' Truck (ie. Box Truck)	3	4	7
55' Truck (ie. Tractor Trailer)	0	0	0

* - assumes one general retail store and one restaurant

DDOT has requested that the project contain a loading management plan to help reduce potential conflicts between vehicles and pedestrians on Van Street. The proposed loading management plan is as follows:

- Building Management will require that all tenants schedule deliveries in advance to the extent possible.
- Deliveries will be permitted between 9am and 4pm, seven days a week, except for when events occur at Nationals Park. Deliveries cannot be scheduled for the period between two (2) hours when an event begins and one (1) hour after an event is completed (including during the event itself). The permitted times were chosen to preclude deliveries from occurring during the commuter peak periods, between 7am and 9am, and 4pm to 6pm.
- A representative of Building Management will supervise all deliveries to the loading dock, for 30' trucks or larger (this does not apply to delivery vans). Building management will not schedule deliveries during Nationals Park events as defined above when there could be heavier than typical pedestrian traffic on Van Street.
- Building management will post a sign in a highly visible location within the loading area that states that all loading activities must be scheduled through building management.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- Building Management will work with tenants to ensure that 55' trucks do not use the service facilities. In the rare event that a 55' truck has to service the building, Management will work with DDOT to secure a use permit for Van Street to allow the 55' truck to load/unload from the side of the street adjacent to the project.